

The National

Falcon News

The Monthly Magazine
Of The Falcon Club of America



Bobby Chester
Dahlonega, Georgia

JUNE 2010

1963 Falcon Sprint
Photo Contest Winner



Cover: Bobby Chester 1963½ Sprint Hardtop

Bobby Chester is the winner of the Falcon 2010 Photo Contest. The judges carefully reviewed the entries and agreed that the quality of the photos, the several stories accompanying his entry and the Sprint itself made for the First Place Prize. Congratulations, Bobby!

Do you have photos of your Falcon that you think should be in *The National Falcon News*? Send them, along with a story, to the Editor at the address on page 9.



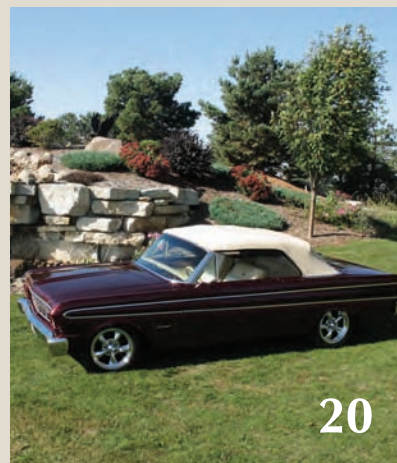
**26
REGISTER
NOW!**

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The National *Falcon* News

June 2010



ATTENTION FALCON OWNERS

FORD FEVER CLASSIC

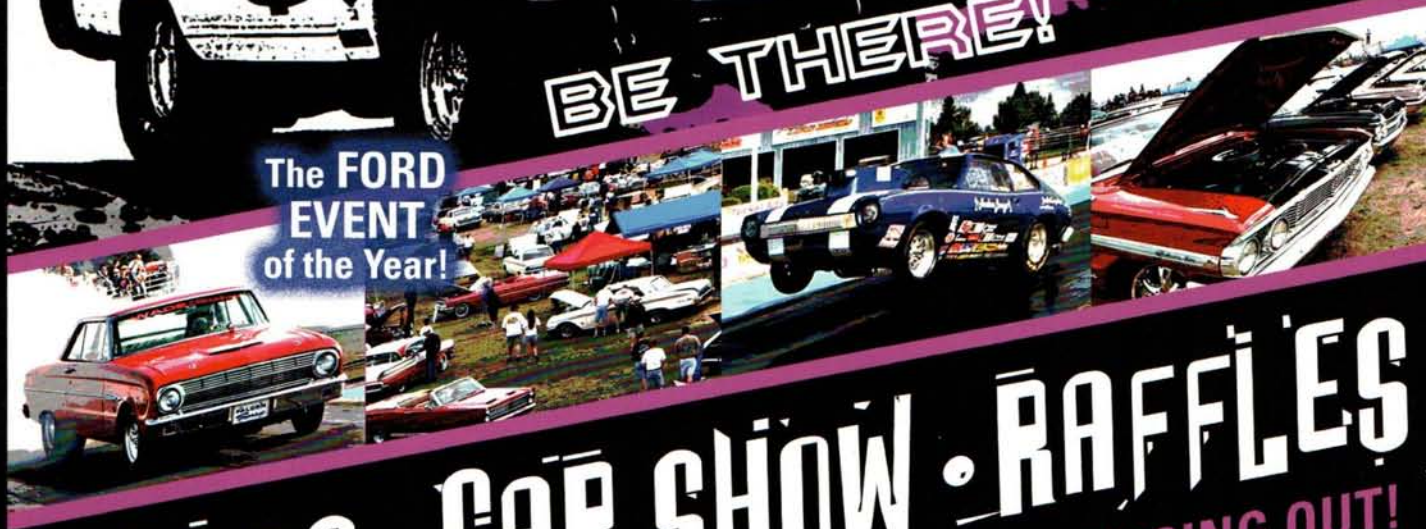
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FA

Cover/Photo Contest Winner: Bobby Chester

I Love Falcons!



I'm sure many of you can relate. Well the seeds to this "obsession" were planted years ago; so before I tell you about my Falcons, let me begin with a little history.

Growing up, it seemed we always had a Falcon, and without intention, they were always black. In one of the earliest photos of myself, I'm standing in the front seat of a black 1961 with my Grandma beside me. Through the years, Dad owned a 1960 four door and several 1961s and '62s.

The one I remember most was a 1962 Futura. It was the early model, not the Sport Futura that was added mid-year. I couldn't have been more than 10 or 11 years old, but my memory of the day we bought it is as fresh as the air in January. It had belonged to an old man who had passed away, so, true to Falcon form, it was the stereotypical "Grandpa Car." It had been parked in a wooded area



BEFORE: The Sprint as Bobby found it.

—Continued on page 16

President's Message: Chuck Beason

On behalf of the Officers and Membership of the Falcon Club of America, I would like to extend our most sincere condolences to the family of long time member Jerry Miles. Jerry was well liked and loved by many. He will be missed.

The Falcon Club of America has held a National Convention for the past 30 years. The Convention is a combination car show, swap meet, banquet, vacation and a large family reunion. I can't think of a better place to meet fellow Falcon enthusiasts, build friendships, find those needed parts and maybe locate that Falcon you've been searching for.

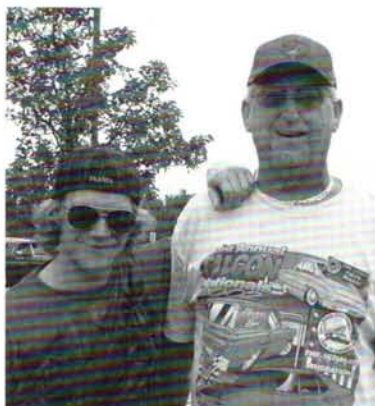
For our Board of Directors and Officers, the National Convention is a time to meet and share ideas and issues that have been passed to them throughout the year. Sad to say, but it's the only opportunity we have to meet in person as a group. Make sure to contact your Regional Director with any ideas or concerns you may have to be presented to the BOD. The Falcon Club of America is your club and your input is important.

The National Convention also gives the membership of the Falcon Club of America the opportunity to elect new Officers, hear the latest Falcon news and vote on any by-law changes that may be presented by the BOD. All FCA members over the age of 18 are eligible to vote along with their spouse. The time and place of the Business Meeting will be listed in the schedule of events in your registration packet. Please plan to attend this very important annual meeting.

This year the National Convention is being hosted by the Metro Detroit Chapter of the Falcon Club of America. The National Convention Committee has worked very hard to make this a very memorable event with great tours planned and great shopping. It is not too late to register for the Convention and make those hotel reservations. We look forward to seeing everyone in Dearborn for the 31st National Convention.

Don't forget, "Take A Kid To A Car Show."

Chuck & Carolyn



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

HISTORICAL FALCON BOOKS

If you don't have these in your library or are looking for a great gift, check out Ray Miller's, *Falcon! The New Size Ford*, and R. M. Clarke's, *Falcon Performance Portfolio: 1960 - 1970*. They are full of valuable information.



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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Information Wanted

Need information on locating a 1965-1970 Mustang fastback, convertible or "K" code coupe project car. Parts missing or no drivetrain is OK. Distance not a problem. Also looking for a genuine 1965-1967 289/271 HP Hipo engine or parts for such. I may trade my original 1964 Sprint Tach and other Falcon parts, Mustang parts, against a deal? Call Bob 330-506-3137. OH.

My '65 289 three speed Falcon has a severe shudder when I let out the clutch on an uphill incline. I read the extensive Tech Tip article in the 06/1989 Falcon News article "Chattering Clutch Problems" and I believe I have tried everything

mentioned. I have replaced everything in the driveline from the rear-end forward except the actual driveshaft. I do mean everything—including the engine and transmission. I also replaced the rear leaf spring shackles and checked the front leaf spring bushings. They looked OK as well. I have been working on this off and on for two years and I am out of ideas. Any thoughts would be appreciated. 412-793-9683 (evenings) or paur4s@verizon.net. Bob Smith, PA.

Need information start to finish about switching over manual steering to power steering for my 1964 Ford Futura Falcon. I have a 289 cubic inch engine, 6 cylinder front suspension with 5 lug hubs. Need information on purchasing parts for

this project also, catalog, suppliers, etc. Thanks, Mike Harmony, harm60@gcctv.com or 217-836-7966. IL.

I need a PDF of owner manuals and service manual of my 1961 Ford Falcon 2,8 Litre. Specifically, how do I turn on and off the high beam? Mine seems to look like it's always on high beams! Also my clutch, it's 3 speed manual transmission, stay on the floor. I have to raise it with my foot, then after some pushing and lifting it will be operative, but it doesn't engage/disengage properly. Is this a problem with the lever/pedal? After moving (with some difficulties) the clutch will make shifting very good, so the pressure plate sounds OK to me!

Thank you for the help. Please email me at formula1vhs@hotmail.com.

Miscellaneous For Sale

At the FCA National Convention in Michigan (no pre-sales), I will be selling plastic models from my large collection of Falcon model cars and promos. Other miscellaneous Falcon toys will also be offered for sale at the swap meet. Again, Convention sales only. Sorry, no pre-sales. Look me up! Joe.

A pair of 1960 License Plate Frames. Chrome. New. \$10.00 + \$5.00 shipping. Call Natalie, 610-363-7589 or e-mail natgomez@briangomez.com. PA.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys

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Dealer Falcon Postcards: 1960 Fordor, red, used; 1962 Squire, white, not-used; 1966 Sport Coupe, yellow, not-used; 1968 Sport Coupe, red, not-used; 1969 Sport Coupe, red, not-used, \$5.00 each, postage included. 1964 Romy Hammes AFX 'Musclecards,' 2 views, \$5.00 for both, postage included. 1964 dealer showroom color & upholstery book, cover split on left side and clear overlays missing, \$245 plus postage. Howie, 860-749-0587 9-9 EST.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

Misc. Collection Hardback Books: "Falcon: the New Size Ford," 320 pages by Ray Miller with year by year picture coverage, paperback "Ford Falcon 1960-1970" shows and compares models. Two 260 fender V's, two fender spears, two "Futura" scripts, one deluxe light trim, one Falcon script, one interior light

—Continued on page 8

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Classified Ads (con't)

—Continued from page 7

cover. Can email pics. \$100 + ship. Call Robert, 210-648-7011. TX.

Parts For Sale

1963 260 V8, two speed automatic.
\$300. Stan, 918-333-9426. OK.

1963 Falcon/Comet Rotunda Tach \$299.
1963 -1965 Falcon Sprint Tach \$299.
1963 -1965 Falcon/Comet T-10 4 Speed
Shifter Assembly \$205. 1963 -1965 Fal-
con/Comet T-10 Shifter \$235. 1965 Fal-
con Gas Cap \$45. 1963-1965 Headlight
Wire Grommets \$12. 1963 -1965 Brake
Pad \$10. 1963-1965 Falco/Comet Qtr.
Post Seals \$25. 1965 Falcon Horn Ring
\$25. 1963 -1965 Tailgate S.S. \$45. 1963-
1965 Tailgate Arms & Ends \$45. 1963
-1965 Front/Comet Sway Bar, Black
Powder coated \$125. 1964 -1965 Falcon/
Comet Heat Riser, Black Powder Coated
\$85. 9' Ford Center section, 300 Open
\$125. 5 Bolt Bellhousing \$85. 6 Bolt Bell-
housing \$85. 1963 -1965 Falcon/Comet
4 speed Tunnel, Black Power Coated
\$199. Falcon/Comet Hurst Competition
Plus 4 Speed Shifter & Linkage \$425. Vic
Falcon, 518-355-7756 or E-mail vfa-
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Kellogg's Garage, home of the Junkyard
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and Comet parts stored in high, dry
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with your needs: Lenny Kellogg 970-593-
1964 or lenkellogg@lpbroadband.net

N.O.S. parts: carb rebuild kits, part #
CODZ-9A586-A & B, \$30.; exhaust
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flywheel gear, part # CODE-6384-A,
\$45.; Autolite vacuum control, part #
CODF-12370-A, \$18.; turn signal plate,
part # CODF-13304-A, \$15.. Keith Lit-
teken, 314-351-1789 or kslitteken@aol.
com, MO.

1964-73 MUSTANG	 MELVIN'S CLASSIC Ford FORD PARTS <i>Send For Your Free Catalog! Mention this ad!</i> 1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
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865-805-0811.

I have a set of bucket seats that are for
either a 1963-65 Falcon or Comet hard-
top. They are presently covered in the
1965 Comet trim. Red in color. I own a
convertible and didn't realize there was
a difference. They are already boxed up
and ready to ship. I would like to net
\$400., so you would have to take care
of shipping from Vancouver, WA. I can
email pictures. David, 360-944-1328 or
davidvana@comcast.net. WA.

1961 Deluxe Wheelcovers: A set (4)
of 1961 Ford Falcon full wheel covers.
Fomoco part #C1DZ 1130A. These are
the type that are divided into 4 segments
- each having 18 individual white marks.
These covers were N.O.S. when I got
them about five years ago. Near perfect.
\$120 and I'll pay shipping in the U.S.A.
Phil Barber, pbarberpr@aol.com or 410-
266-8271. MD.

170 CID cylinder head, blueprinted by
Clifford Performance. Used for less than
3000 miles. \$600 plus S&H. Bill Crane
cell 812-371-9516 or send email to
bcra66@gmail.com. IN.

I have quite a few parts for a 200 ci
straight six that I am not able to use and
would like to see be used by someone
who loves the Ford inline six as much as
I do. Here is a list:

Set of new forged pistons sized for a 40
overbore, Set of original forged rods,
restored and tested for strength, flywheel
for manual transmission, Aluminum
flywheel for manual transmission,
Original crankshaft, Original block,
dipped and magnafluxed. If anyone can
use these parts, I would love to see them
put to good use. Benjamin Santosuosso,
623-687-8470 or santosuossobenjamin@
yahoo.com.

Large 30 year collection of good used
Falcon parts for reasonable prices. Over
60 cars parted out. Numerous restorable
project cars for sale with all missing or
damaged parts available to purchase. also
some miscellaneous parts for 63 and 64
Fairlanes and 64-65 Comets. One piece
Fiberglass Front Clips for 60-61 Falcon
with removable hood. Held on with
pins. \$650. Call or email for availability
and prices. Don Branson, 4097 Hwy T,
Marthasville, MO 63357. 636-228-4501
or dbranson@mail.win.org.

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WEB SITE

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Classified Ads (con't)

—Continued from page 11

1965 Ford Falcon Convertible. 289 engine, three speed automatic, factory air, power top, manual brakes, and manual steering. GT wheels, original color: Lt. Olive Gold, new interior to match is original design. E-mail for pictures. \$12,000 OBO. Bruce Johnson, 931-273-4090 or bruceauto@charterinternet.com. Middle TN.

1965 Ford Falcon Ranchero. 200 CID 6 Cyl. Column-shift three speed. Bench seat. Factory AM radio and Heater. Disc brakes with five lug steel wheels and new tires and shocks.. Trans rebuilt; new clutch and synchros. CA car with original Black Plates. No rust! \$7600. Contact Michael 951-734-1677. CA.

\$8500. Contact Gary at garmiller@hughes.net or 814-839-4325. PA.



1965 Falcon for sale to someone who appreciates Falcons. Jacob Bennett, jacobabennett92@gmail.com



1964 Falcon two door sedan. All original. 170 six cylinder. New radiator, new brakes, new headliner. New front and rear windshield gasket, new exhaust. \$2500. Terry Thompson, 270-865-4051. KY.

—Continued from page 23



1965 Futura four door wagon. loaded with options: 289 V8, C-4 automatic, air conditioning, tinted glass, power steering, power tailgate, padded dash and visors, burglar alarm (really!). I have the "FA" gas cap. Car ran and drove when parked; now needs brake work. Small areas of rust; comes with a good right front fender. Very complete, original car that needs total restoration. \$2995 as is. We have detailed pictures on file for those interested. Call or email Lenny Kellogg 970-593-1964 or email lenkellogg@lpbroadband.net. CO.

1965 Falcon Futura two door hardtop, 200 cid, auto. 80,000 original miles. Very good paint, chrome, and interior. Very original Glacier Blue Classic.

1960-1970 FALCON

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So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XVIII GLASS

Installing the windshield, back glass and door glass is pretty straightforward except for the fact that the headliner has to be installed before the front and rear glass goes in. Headliners are no fun! Not only are they difficult to install without ending up with wrinkles; not damaging the headliner as you install the glass adds to the complexity. The Ranchero compounds the issue with the fact that the rear window is installed from the inside, not the outside like most back windows.

So, the headliner was laid out a couple of days before so the wrinkles could settle out and the garage was heated to help with stretching the fabric. Initially the headliner was stretched fore and aft so the glass could go in. The front and rear glass was installed and then the headliner was stretched to each side. It was far more difficult than the above description makes it sound like. The back window was a heck of a battle—it is a tight fit between the roof and the package shelf. Lots of bad words



Placing a rope in the weatherstrip window channel allows you to pull the lip over the body flange to seat the glass.



The windshield was installed before the hood and front fenders were for obvious reason.

—Continued on page 14

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*. This is the next to last installment of Dick's series, *So You Want to Restore a Falcon?* The final installment will appear in the July issue. Look for the Ranchero in Dearborn, Michigan July 15-17, 2010 and learn more about its restoration and what Dick might be up to next.

—Editor's Note: This series has been extremely well received by the FCA membership, as have Dick's numerous other Tech articles—see the Letter to the Editor on page 27. His contributions have made *The National Falcon News* a much better magazine, making our club stronger and the Editor very grateful. During the year+ that we worked together on this series, we added to a friendship that began at the 2006 FCA Nationals in Indiana. Dick is a pleasure to work with and a delightful person. I am pleased to be friends with him and Linda and look forward to catching up each year at Nationals. Is this a great club or what?

Many thanks to Dick on behalf of all FCA members for making the FCA the beneficiary of his expertise!

So You Want to Restore a Falcon?

—Continued from page 13

were uttered before it was finally was in place, fortunately the windshield went much easier!

The door glass went in without a hitch. The weatherstrip for the doors and windows was installed and also went smoothly. The door lock and window mechanisms were installed and adjusted and the doors functioned perfectly, windows go up and down and doors open and close with a nice solid clunk.

WIRING HARNESS

The entire wiring harness was removed. This was done so it could be modified and repaired. It also is nice to have it out of the way during the painting process. The harness going back to the taillights had been melted



Door glass installed and operational.



The back window was extremely difficult as its design required installation from the inside.



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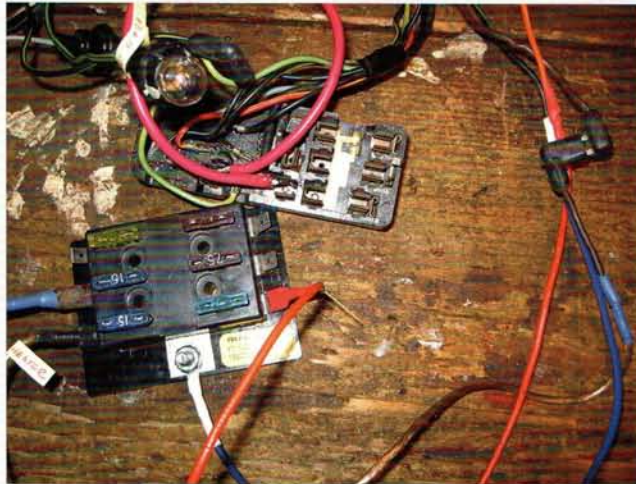
Dick Harrington

together and a three foot section had to be replaced. The engine harness was modified for an alternator with a mini regulator attached to its backside. The headlight harness was converted to a relay system since the original circuit breaker in the headlight switch can not handle amperage required to operate Halogen headlamps. The under dash harness was modified to accommodate emergency flashers, intermittent wipers and the instrument cluster got an additional warning lamp for the high beam indicator so the left and right directional signals each have their own indicator lamp. A Secret Audio

—Continued on page 29



The taillight harness that got melted, this was over the left rear wheel well.



The process of bypassing the light switch fuse panel to a remote fuse panel.

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I Love Falcons!



Photo contest judges liked the variety of angles and settings Bobby used for his Falcon photos. The well-written story of the Falcon weighed in, as did the choice of overcast lighting for the black Sprint to really look its best.

—Continued from page 4

and left to waste away. I remember my Daddy describing it to me and telling me that it was black with red interior. He was so excited as he told me about it. "It's even got bucket seats!" he said. Remember, I was a kid so all I could picture was this old car in the woods with two five gallon buckets in place of seats. Why he was so excited about that?

My dad struck the deal, \$125 and it was ours! We drove my dad's 1956 F-100 to get it. Hooked a logging chain to it and pulled it out of the woods. With the same chain securely in place, we proceeded to pull it home behind the truck. Of course this towing method sounds primitive and was dangerous, but it was the mid 1970s, and here in the country it seemed perfectly logical at the time. As we towed it home, I remember thinking... "I will NEVER ride in that thing!" It turned out to be the favorite car of my youth and the one that created the most lasting memories-too many to tell here.



Bobby's first Falcon

Photo Contest Winner: Bobby Chester

Now, fast-forward about eight years. It's 1984; I'm 17 years old and browsing through the local car trader when I find an ad for a 1965 Falcon. It was a mint condition, dark blue 1965 Futura hardtop. It was an automatic and a V8, which was a must for this teenager. Completely original, down to the hubcaps, it had been purchased new for the owner for her 16th birthday. Her husband, a mechanic for the local Ford dealer, had always pampered the car; even keeping it garaged on the days he drove it to work. I'm not sure why they chose to sell it, but the wife could not watch it leave. I kept the car for about three years before selling it to a kid who promptly totaled it out. It was a great car and one that I regret selling to this day.

Now it's 1991, and after being without a Falcon for a while, I started to long for another one. It's the "obsession," remember? I put the word out and pretty soon a friend found a 1963½ Sprint, so we went to look at the car. It had been sitting for about 16 years and man, did it look rough. After seeing it, I was afraid it was more than I wanted to undertake, so I decided to pass on it.

The following week, I went to look at another Falcon that I had found in a local paper. It was advertised as a 1963½ Sprint, but it turned out to be a Futura with Sprint emblems simply added to the front fenders. After looking at this car, I started to reconsider the Sprint I had looked at the week before. Yeah, it needed a lot of work, but it was solid, all there, and it was most definitely a Sprint. Heck, even the original Sprint tachometer still rested atop the cracked padded dash.

So I called my friend up, we made a trip back and purchased the car. This gentleman was the original owner and I even got the original title for the car.

—Continued on page 18



Above: Front end detail

Right: At Summit SECFA Summit All Ford Show next to Doug Burns' 1965 Ranchero

Below: The Sprint with Richard Kerbow's '64 and Ricky Kerbow's 1965 Falcons at Silver Spring Show



I Love Falcons!

—Continued from page 17

Purchased new from the showroom floor at a dealer in Chatsworth, Georgia, the car had been used for just about *everything*. There was even a trailer hitch welded to the back bumper. The owner said that the car had been used to haul moonshine all over North Georgia. The stack of leaf springs used to stiffen the car up when loaded for a run testified to this. Whew! The condition of the car was definitely a far cry from my previous Falcon!

Although making the car just a driver was my original intention, a complete restoration was soon underway. Again, I know many of you can relate. We took the car all apart. The rubber was replaced and every piece of trim was polished, rechromed or replaced. All the glass was good, except for the windshield, so only the windshield was replaced. When sanding the car, we made an interesting discovery. We found a hole where a bullet had entered the car on the rear quarter panel. I asked the owner about the hole, he just laughed and said, and "I told you I used that car to haul moonshine!" If only this car could talk!

A 1965 model 289 had replaced the original 260. Thankfully, the original chrome dress up kit, including the air cleaner cover, had been retained and used on the 289. Yes, it all needed to be rechromed, but I wanted to keep the original look, so it was all sent to the chrome shop. The engine was bored, the heads were shaved and flat top pistons and a mild cam were added. Along with that, I obtained an original 1963 FOMOCO 4 barrel intake and mounted an Edelbrock four barrel atop it. The two-speed transmission was replaced with a three speed automatic from a Galaxie.



When it came time to paint the car, which was originally Corinthian White with a blue interior, the decision was made to paint it Raven Black. Although I've second-guessed that decision countless times over the years, I guess it was only fitting considering that ALL the round-bodied Falcons we had in my youth were black. Keeping things simple, I went with a stock black interior as well.

A few years later, I added air to the car. The unit came from a 1964 Fairlane. It's not correct for a 1963½, but it is a FOMOCO unit and I think it adds to the interior. The Sprint currently sits on BF Goodrich tires with a set of vintage 14 x 6 American Racing Torque Thrusts that I had polished. Other than the wheels and dual exhaust, it pretty much retains a completely stock appearance.

It's been 17 years since the restoration, and the car is really just a driver

Photo Contest Winner: Bobby Chester

now. It's been driven to two Falcon Nationals, one Regional meet and its longest trip was over 900 miles accompanying some of my SECFA friends to the All Ford Show at Silver Springs, Florida. The whole family has made trips to local car shows and cruise-ins. But sometimes the best ride is just to town for ice cream at the local Dairy Queen. This car is something that my whole family enjoys. My son Noah, and my daughter, Anlee, both love to ride in the "Hot Rod" as they call it. We have a great time with it and it's priceless knowing that my children will grow up with fond memories of a black Falcon, just like I did.

—Bobby Chester (FCA #9118)
Doahlonga, Georgia



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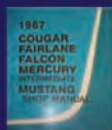


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Resto-Mod!

Keith Johnson's 1964 Falcon



Growing up in the 1960s and '70s in the "muscle" car era of Camaros, Cudas, Mustangs and Corvettes, I always had a strong desire to have a Falcon instead, but never owned one. I managed to only get my family's hand-me-down Buick.

Twenty-five years later, a native Minnesotan now living in Iowa with a different group of friends, I still had the "Falcon urge." So in 1996, despite the fact that most all these friends were now restoring their muscle cars of the 1960s and '70s, I went out and purchased a "project" 1963½ Falcon Sprint convertible from an ad in the FCA magazine—my first Falcon!

For the next several years I did a complete stock restoration, but I still had the urge for that "muscle car." I do prefer the styling of the 1964-65 Falcon, so after two or three years searching for a Sprint convertible, I located a "project" car in Houston, Texas which was advertised as a 1964 Sprint Convertible, body in good, rust-free shape with no engine or drivetrain. This was exactly what I was looking for, so after having seen some obscured photos, I had the car shipped to Iowa sight unseen. Upon its arrival, it was hard to distinguish it as a Falcon as there were very few salvageable parts as noted in the picture. At this point I turned to my friends with their expertise and abilities and two and a half years later we turned out this beautiful car.

Now I have the best of both worlds, a "muscle car" and a Falcon!



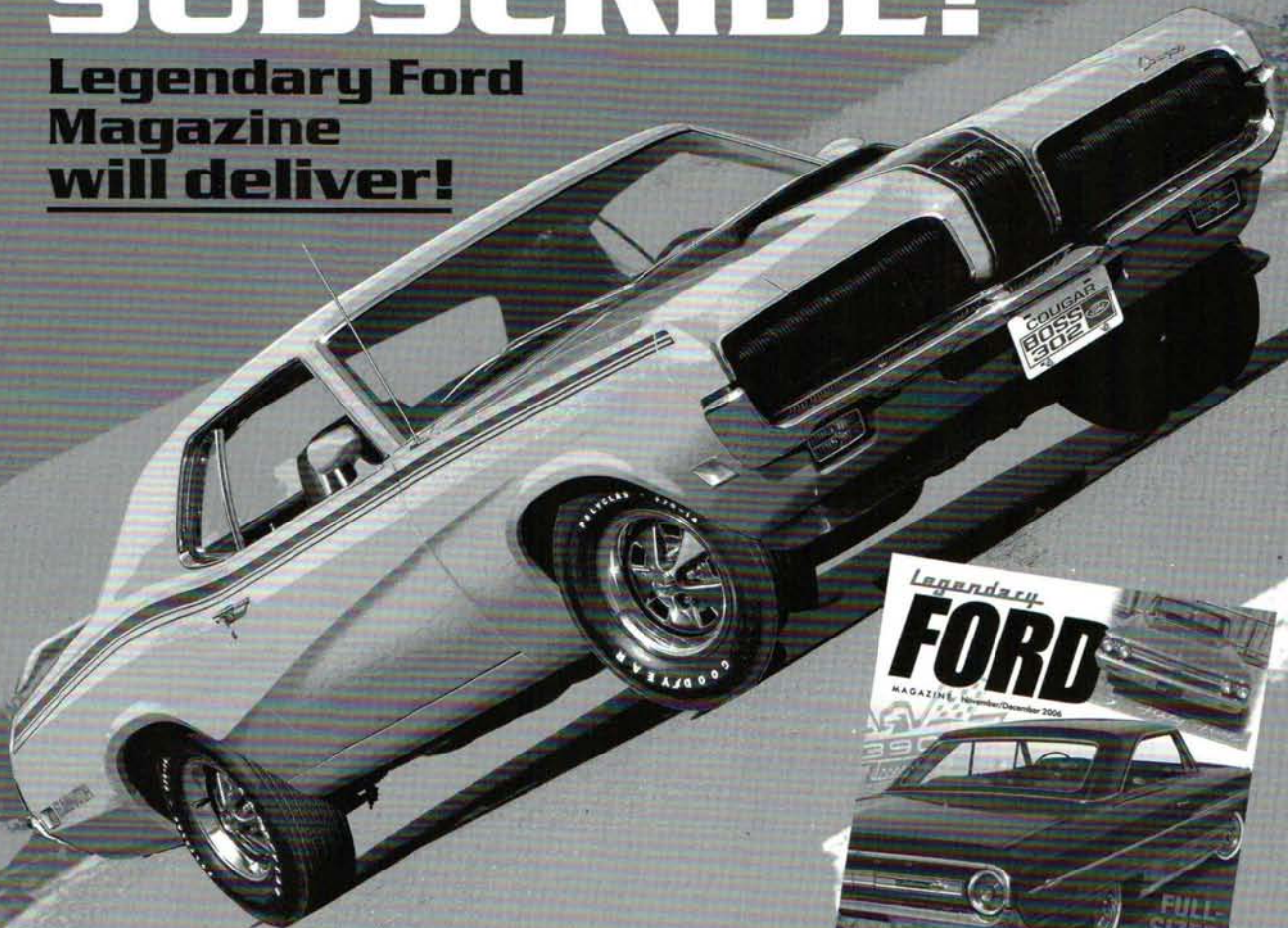
The Falcon was bought sight unseen. Buyer beware...

—Continued on page 30

The National Falcon News

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Classified Ads (con't)

—Continued from page 12

1964 Falcon Sprint Convertible 260 auto. Light blue white top. Car in excellent original condition, completely rust free. Have receipts for work done. 103,000 miles. \$15,000 OBO. Don't miss this one. Call Keith Hooper, 757-469-8533 or ckhooper@yahoo.com VA.

1964 Falcon wagon, four door, 260 V8, automatic transmission, air conditioning, power steering, power back glass. Not running. Minor rust in floor. A couple of minor dents, the rest is very straight. Very nice trim. \$3300. Stan, 918-333-9426. OK.



1963 Ford Falcon Futura, red 6 cyl convertible. Refinished inside and out with new tan top, upholstery, transmission, tires, AM/FM/CD. No rust. Looks and runs great. Seller relocating. \$18,500. Call Bruce, 404-313-0721. Atlanta.



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1963 Futura convertible. 170 stick, excellent engine and transmission. New brakes, one new tire, new replated rear

bumper. Used excellent left front fender; needs floors and total restoration. Oklahoma car, PA title. Sell for \$2000. Gary, 412-758-5518. PA.

1963 Falcon Futura convertible. New 302 HO engine, C-4 trans with Mustang floor shifter, new top, new paint, new tires. Front disc brakes w/five bolt wheels and much more. Featured on cover of Feb. 2005 FCA news. It's ready for fun, and yes, it's fast. \$14,000. Call Ted, 970-210-3759 or tedra82@bresnan.net. Located in Grand Junction, CO.

1963 Falcon Sprint parts car, complete except for engine, radiator, front seats and horn ring. Good glass, chrome, suspension. \$650. Call Tim, cell: 701-238-1277 or tpkrombeck@rrt.net. Also have other Falcon parts. ND.

1963 Falcon Ranchero. Original California car with solid body and excellent bed. 87,000 miles on original 170 ci engine and two speed transmission. It's the original Sandshell Beige color which I sanded and repainted a few years ago. The old paint was peeling in spots. Only one small hole was found behind right rear wheel. It's not perfect but amazingly solid original. Haven't driven much

past year and need to find a good home, losing garage space. \$6500 OBO. Erik, 781-891-1527 or snglbrl@yahoo.com. Located in MA.

1963 Falcon Futura. Red 2 door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. 6 cylinder motor, bucket seats, new tires, a/c. Asking \$12,900.. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.

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Classified Ads (con't)

—Continued from page 23



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1962 Falcon station wagon, needs restoration, needs floors. Good glass, interior, trim. Engine frozen; have a 170. Call for particulars. T. Sautter, 607-243-7845. NY.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



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1961 Econoline Station Bus, body has surface rust, good glass, missing carburetor and starter. Needs restoration. Clear Title. \$1200. firm. Darrell Grindstaff 865-805-0811.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200.

1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.



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Calendar of Events

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Make plans for next year's FCA National Meet. Falcon's Fantastic 50th will be held in Dearborn, Michigan at the Hyatt Regency Dearborn. 600 Town Center Drive, Dearborn, MI 48126. 313-593-1234. Room rate is \$105 + tax per night. Must mention "Falcon Club" to receive this rate. More info Gordon Leslie, 313-382-2993 or gogofalcon@att.net, Mike Eaves 313-386-3209 or michaeleaves@att.net, Alan Aniol 734-282-8188 or joanal@wideopenwest.com. Visit fca2010detroit.webs.com for updates. Use the registration form on the jacket of this issue to register NOW!

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FCA

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Tech Tip: Make Your Falcon Trunk Roomier

A Mason Dixon chapter member who owns a Falcon six cylinder convertible wanted more trunk space for his golf clubs.

He asked if there was a space saver spare tire (donut) that would work on a Falcon four bolt car.

Answer: The data that I found on the subject is all slanted towards what wheels will work to get wider and/or mag style wheels from imported cars that look better than the stock wheels. Info on what cars have "donut" spares is however, scarce.

The Falcon six uses four bolt 13 or 14 inch wheels referred to as the 4 x 4.5 pattern.

Here's what I found : Nissan 240SX (1989-96) and the 240Z, 260Z and 280Z Datsun cars from 1970-85 will work as they all have rear wheel drive and the correct pattern. It turns out

that the "Z" cars from Datsun do offer a space saver spare in the 14 inch size. A very important point here is that while other Nissan/Datsun products may have the same bolt pattern—most are front wheel drive so backspacing would be a problem. The "Z" cars are rear wheel drive so backspacing is OK.

This information was passed along and our member found the correct wheel from a 280Z Datsun/Nissan on eBay, purchased it, and reported that it fits fine.

There you are. If you need more space in your trunk—here's one solution.

Phil Barber, 1961 Tech Advisor
Annapolis, Maryland

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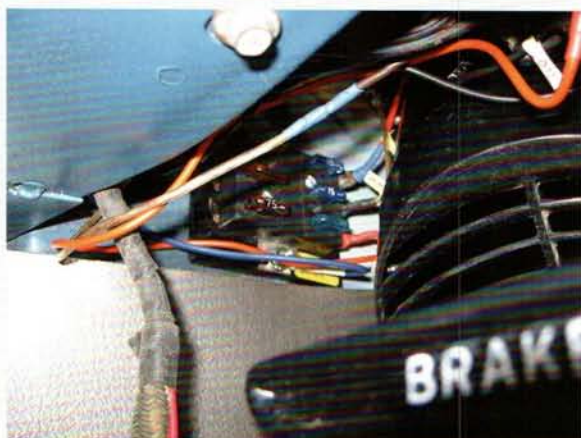
So You Want to Restore a Falcon?

Dick Harrington

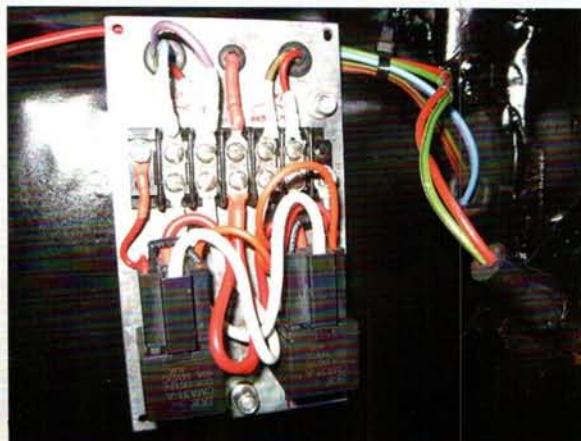
—Continued from page 15

system and inflatable lumbar in the seats also required a significant investment of time to tie into the wiring. Lastly, the fuse block on the light switch was replaced with a new fuse block that is mounted above the drivers kick panel. A lot of time and effort was put into these modifications, but they make a big difference in the electrical performance and convenience.

NEXT MONTH: WRAPPING UP! INTERIOR AND EXTERIOR TRIM



The new fuse block fastened to the left kick panel. You can also see the top of the 64/65 remote control fresh air vent in place of the original 63 air vent.



The headlight relay panel is mounted to the back side of the battery box area under the right fender. The cover was removed to show the relays and the wiring.

Blast From the Past!

Who are these people? Where did this event take place?
Email the Editor with your answer to WIN!



Resto-Mod!

—Continued from page 20

FEATURES

BODY

- Complete rotisserie restoration, painted with Dupont "Hot Hues" formula paint
- Grille, rear trunk lid panel & aluminum trim- straightened, anodized and painted by Norm Huie Restorations.
- Door handles and trunk lock shaved- replaced with electric door "poppers" and trunk lid "popper"
- Power convertible canvas top with headliner
- Power windows, power hidden antenna
- Bumpers and chrome trim, all new chrome plating

SUSPENSION

- Mustang II front suspension, complete Rack & Pinion with power steering, front disc power brakes (Shock towers removed)
- Rear- 9 inch Ford differential (3.73 gear ratio)

ENGINE/TRANSMISSION

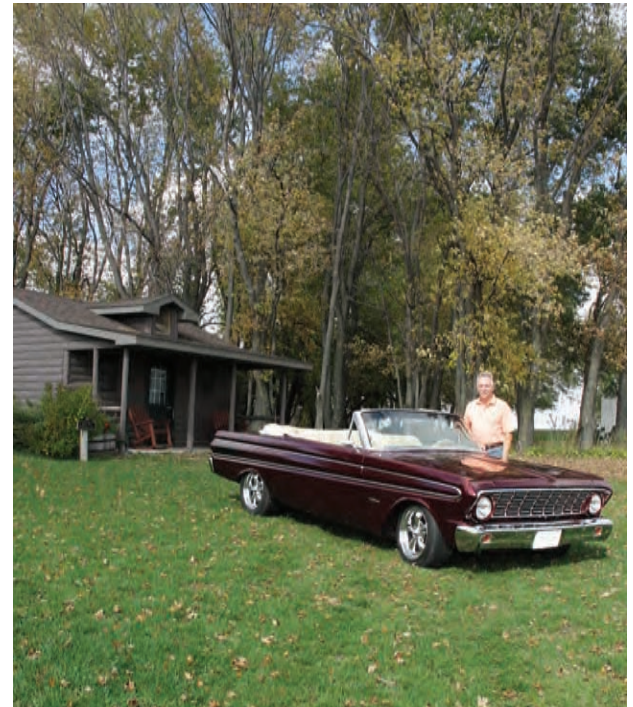
- 302 Hi-Po Ford crate motor, 375 horsepower carbureted engine
- Aluminum Edeibrock heads, Edeibrock Dual intake manifold, Edeibrock 4-barrel carburetor
- Hydraulic Roller Camshaft
- Polished Performance Serpentine pulley system
- "Be Cool" aluminum radiator
- Ceramic coated custom- made headers
- Tremec TKO 5 speed transmission, Hurst shifter

INTERIOR

- Complete Ultraleather interior and trunk compartment by Phil's Upholstery
- Electric Nissan power bucket seats (done with Ultraleather)
- Haneline instrument panel
- LeCarra leather wrapped steering wheel
- Custom AutoSound USA stereo system with XM satellite radio
- Classic Air air conditioning system

AWARDS

- 2007 National FCA Show (Minneapolis, MN) — Best of Show, Best of Class, Ladies Choice
- 2006 World of Wheels Show, Minneapolis: Best of Class
- 2006-2009: Several "Best of Show" awards at Iowa and Minnesota car shows



Keith Johnson's 1964 Falcon



THANKS

Without the help of my dear friends, this project would not have happened, especially to this magnitude. My thanks goes out to my body men and painters Martin Bemau and Ole Stafne, to my mechanics, Keith Krull—who prior to his untimely death was a big “Chevy” guy!—and Alan Anderson who contributed many other ideas and opinions. I also owe a big “Thank You” to my best friend, my wife Becky, for putting up with all the tense moments of this operation.

Several years ago, after the completion of the 1964, I parted with my 1963 Falcon which is now located in Jacksonville, Florida. My latest project which I have been tinkering on since 2000, is a 1965 Ranchero Deluxe. I am hoping that once I complete the restoration of this vehicle I’ll still be able to write about it.



—Keith Johnson (FCA #7295)
Lake Mills, Iowa

Do you have a story about your Falcon?
Send it to the Editor at the address on page 9.

Resto-Mod!

Keith Johnson's 1964 Falcon

